THE DAILY BEE.

E. ROSEWATER: EDITOR

It is an ill wind that blows nobody good. The great April rise of 1881 has effectually demonstrated that Dillonville is not a safe place for permanent building of any discription.

the contest is being waged by the per-MAJOE GENERAL POPE has arrived sonal partisans of each candidate, at Washington and immediately went mainly with a view to a division of into secret session with the secretary political spoils. No man has as yet of war. Is it possible that Pope conplanted himself on a platform of fixed templates another brilliant campaign principles, and no candidate has an. with headquarters in the raddle? nounced his views upon the living is-

It was very lucky that the mamsues of the day-and especially moth Dillonville elevator was not the built last winter. It would have toward the railway monopolies. fonted down the Missouri and probrepublican party, the Des Moines ably have been landed high and dry Register, owned and edited by an outon the Nebraska shore somewhere be and-out railroader, has thrown chaff low Plattem with

THE Council Blatts Nonpareil has gigged back on Gevernor Gear. The Governor made a sad and unpardonable blunder when he appointed Judge McDill to the Kirkwood vacancy in place of Marshall Charman.

NEBRASKA is to be honored by President Garfield with a position upon the cour: of claims-a tribunal next in importance to the national supreme court. This position will we learr, be tendered shortly to Hon Clinton Briggs, one of the most die tinguished invists in the west. This appointment will be heartily approved be the almost unanimous choice of by the people of this state, whose esthe general assembly next winter. teem and confidence Judge Briggs In support of this convicenjoys in an eminent degree.

tion we are told that such a THE PenneylvaLis legislature is result ought to be reached in the indevising stringent measures to prevent terest of the state and nation. State the consolidations of competing of and nation, indeed! Has the interests telegraph lines. A bill passed the of Jay Gould and other monopolists Pennsylvania senate last week embecome the interest of the state of bodying the principles laid down by Iowa and the American republic? Jere Black that the state in granting Whose interest did Jim Wilson reprecharters to railway and telegraph oorsent in congress when the Credit Moporations, and authorizing them to biller job was put up? Whose intercondemn property by exercising the est did he represent as government power of eminent domain, these cordirector of the Union Pacific railroad, perations do not acquire vested rights when he played into the hands of or absolute titles to the lands over the highwaymen that constructed that road. Why did Wilson represent the which they pass.

The bill in question provides when Union and Central Pacific railroads in any telegraph company, owning and the lobby against the Thurman act to controlling a telepraph line in the compel these monopolies to pay the state shall consolidate with any other company, owning and controlling a Wilson act as the chief counsellor of competing telegraph line, the competthis giant monopoly before the Suing telegraph line and all franchises preme court when the validity of the and property connected therewith for Thurman act was being tested ! the operation of the same within this We are amazed that reputable pastate shall be forfeited to and pers like the Davenport Gazette should the property of the Commonwealth. Whenever all others has been the most faithless demonstrated, it would seem certain, any such corporation, etc., own- and mercenary public man Iowa has the futility of a reliance upon the rail- they went into railroad business, and point of size, comes immediately after ing and controlling a line of tele graph produced. It strikes us that the time roads alone. If the mammoth corpo- to-day their railroad property alone is London and contains the second larg-

The senatorial contest in Iowa has (They glare at each other.) B-n H-ll to V-rh-s. What! fairly began. The leading papers of the Hawkeye state are ranging them. art thou hurt? selves around their favorite candidates V-rh-s. I am spread. Is he gone, and a brisk tusilade has been opened all slong the skirmish line.

THE IOWA SENATORSHIP.

preaching a crusade against the barb-

wire monopoly, while it is paving the

way for the railroad monopolies to

capture the next legislature, and with

Gazette, a paper that has upon every

other issue pursued a straight-

forward course, has become

the outspoken champion of James T.

Wilson, whe in congress and out of

congress has been the most prominent

Gozette in its leading editorial on the

confidence that James T. Wilson will

and hath nothing? My mouth is as deep as a well and as wide as a barndoor. Ask for me to-morrow, an' you So far as we can observe from our shall find I have swallowed myself. distant and disinterested standpoint

PERSONALITIES. Whittaker is going to lecture. He that hath ears to hear let him hear.

Gail Hamilton cures her corns with poultice of soft soap and cranberhicago Tribune Private Dalzell wants to be Com-

missioner of Patents. He has filled relations of the people his cavest and it is therefore a case of "patent applied for." The so-called leading organ of the

If Voorhees and Mahone decide on a accumulated from construction progunning match, the former should be fits, watered stock, and extortions lowed to use a telescope sight. Brignoll says that he is not Emms Abbott's off night tenor, and that she into the eyes of Iowa farmers by does not prefer Castle to him. He is indulging during the past fifteen years. angry with a Utica critic who said that he ate garlic and that he could The term "highway robbery" is used not as Romeo climb to Juliet's balcony advisedly, for the highest courts in the land have declared the railroads to without a derrick. be public highways, and the extor-tions of which the Pacific railroad It .nakes very little difference t

it, the next senator. The Davenport as whether Sitting Bull or the men managers have been convicted are just aghast. who send dispatches about him who as much a species of robbery as that surrenders. All we want is to see full justice done. Those border cor-Turpin in former times. The public respondents must be suppressed if i mus. "stand and deliver" before it can takes the whole army to do it. travel the highway, built by govern-John Botts, of California, said t ment money and credit, that runs be-Henry Green, "I will live to spit on tween Omaha and San Francisco. The monopoly capper in all Iows. The your grave!" Green sued for damamount exacted is gauged, as are the ages, and the jury regarded his feel-ings hurt just 2 cents' worth. His ransoms demanded by banditti, ac-cording to the ability of the victims senatorial issue expresses implicit grave will be kept Green whether spit

on or not. Leland Stanford is one of those There is a picturesque story tola concerning Secretary Kirkwood and audacious highwaymen who are not satisfied with extortion. but desire to a person of high civil rank in Washadvertise their exploits before the ington upon whom he once called world and glorify their professional The Iowa senator, who was personally achievements. In the latter effort Mr unknown to the official, waited his Stanford is not nearly so successful as turn. After dismissing the several he has been in extortings huge fortune callers with such answers as their from that portion of the American business required, the great man slowpeople who have been compelled to ly turned his office chair, and looking pay him tribute and furnish him the senstor over from crown to sole. fortune that would amaze even Crossus said, coolly: "Well, my man, what can I do for you? You look as though himself The scoring which the transporta

you would be most at home on tion committee of the New York Chamber of Commerce have recently iven to Leland Stanford in reply to Water Route of Transportation. the letter he wrote justifying his

avenport Register. career and that of his associates in the Central Pacific and Southern As at no previous period, the at Pacific railroads is a fitting suppletention of sagacious men, who are oncerned in the solution of the cheap ment to the indictment prepared by Mr. Daggett, member of congress transportation question, is being di-rected to the advisability and necessifrom Nevada, which the author ty of a more thorough extension, imwas not permitted to deliver provement and use of water routes in the house of representatives, but which was printed in The Conof transportation from the interior to interest on their debt? And why did the sea-board. Several causes have gressional Record of February 27 last. co-operated to this end. The failure Mr. Daggett then demonstrated that of the great trunk lines of railroad, the vast property of these two corbetween the east and the west, to porations, owned in the main by Stanprovide adequate facilities to move the vast crops of the grain-producing state to the Atlantic ports they must reach in order to secure a rethat the actual investment of the cap munerative market, may be cited at Italists was not more than \$12,500. commend for senator a man who of one of these. In this fact has been These genuleman paid taxes on less than \$150,000 in the aggregate when

of Illinois will see that that yet un- and disgrace. The "highway robbery" closed gap is one which should no of our time must be punished and longer have existence. It is to re- put down. nove that gap-to extend the present Illinois and Michigan Canal system NEW YORK CITY'S GROWTH.

from Hennepin to the Mississippi-ITS AMAZING DEVELOPMENT DURING THE that the construction of the Henne-PAST SIXTY YEARS. pin-Rock Island canal is demanded New York Telegram Thus, the friends of that enterprise

Within sixty years New York has are simply clasping hands with the New York Produce Exchange in ask. grown from a thriving seaport town ing that there shall indeed be an all to be one of the largest cities in the water route of transportation direct world in point of wealth, size, populafrom the Upper Mississippi to the tion and commercial importance. Hudson and New York harbor. Hudson and New York harbor. ries to achieve the position they now hold. New York, commencing her Modern Highway Robbery. rapid career of growth in 1820, has sprung suddenly to the front in a little Mr. Leland Stanford, the autocrat over half a century. The opening of f the Central Pacific railroad, would the Erie canal and the construction do better to content himself with link by link, of the leading railroads, hoarding his \$40,000,000 of fortune. which gave it communication with the great lakes and the valleys of the Ohio and the Mississippi, initiate thelperiod

from the public, rather than seek ad- of New York's imperial growth. Its ditional notoriety by public attempts to justify the highway robbery in If the shade of Peter Stuvesant If the shade of Peter Stuvyesant, which he and his associates have been erstwhile of New Amsterdam, could suddenly take a look to day at the city that has sprung from the little germ of a metropolis which he in the flesh regarded as a place of marvelous proper dimensions and importance, the doughty old hero would stand The following table conveys such an

committed by Jack Sheppard or Dick ides of the growth of the city during the sixty years just past as cau be gathesed from a presentation of the number of its inhabitants and the value of its real and personal estates for each decade from 1820 to 1880, inclusive:

Vour. (5,011,8 1 78,919,240 178,093,087 805 235 374 207,142 576 398,533,19 742 103 075 515.547 942,571,690 201,194,037 From 1870 to 1880 the population of New York increased 264,298, or about 28 per cent. London lies on both sides of the Thames, Paris on both sides of the Seine. In comparing the population of those capitals with that of this city we should take in both sides of the North and East rivers. Looking upon New York, Brooklyn and Jersey City as one vast center of population, we have a met-

ropolis of 1,884.007 souls, thus: 126.758 R gid accuracy cannot be claimed

for the census returns of population. The time of the year in which the enumeration is made is not the best for ascertaining the true number of inhabitants. This circumstances operates strongly against New York and other large cities. Thus, the census is begun at a time-June 1-when many people are already in the country and after the exodus to Europe has set in. Those who have made this ord, Huntington, Hopkins, and subject a study claim that the popula-Crocker, represents \$302.363.592 of tion of New York at this present wristock and \$115.806.683 of bonds, and ting is over 1,250,000 and that the aggregate population of New York. Brooklyn, Williamsburg and Jersey City exceeds 2,000,000. If these estimates are correct this metropolis, in





shall hold a controlling interest in the stock or bonds of any other telegraph be content to be represented in concorporation, etc., owning a competing line of telegraph, or shall acquire by tributors and patronage brokers. purchase or otherwise any other competing line of telegraph, the stock and bonds so held and the telegraph line, together with all franchises so purchased or otherwise acquired, shall be forfeited to and become the property of the commonwealth. Any holder of stock or bonds of any such telegraph. empany who shall have been upposed to the consolidation with or sale to the competing company, and shall not have assented thereto or acquiesced therein, shall be entitled to such pro-rata share of the proceeds of the sale of the telegraph property as his bonds shall bear to the whole amount outstanding; but in no case to exceed the par value of his bonds and accrued interest thereon. No competing lines are allowed to purchase any of the escheated proporty

This bill after a most protracted struggle passed the souste by a vote next ninety days. of 27 to 10, and it is confidently predicted will pres the lower house by a large majority.

OMAHA has has an ordinance upon her municipal statutes that prohibits the construction of frame buildings within certain limits. This erdinance is practically a dead letter. During the past year a number of frame houses have been reconstructed and enlarged; tinder boxca have been relocated within the fire limit, Sherrill help the existing papers, and sham brick buildings, with four-inch walls plastered against lumber frames, are being erected on our principal thoroughfares with reckless disregard large majority of the Omahorribles for the public safety. No complaint has been made in our police court against such flagrant violations of the limit ordinance.

It is not to be expected that private citizens, and especially business men. will swear out warrants against violator of the fire ordinance. They naturally shrink from any act that would involve them in a feud with anybody. The city marshal and police have inmentably failed to enforce the fire ordinance, mainly because other duties require all their vigilance and activity. Meantime Omaha continues ex- | transportation question. Millions upposed to a terrible configration and our merchants and house owners are of this country by extortion discrimicompelled to pay for this risk in high insurance rates. This state of affairs demands prompt attention at the hands of our new council.

The fire limit ordinance should be reconstructed. The building of fourneh brick tinder - boxes should be absolutely prohibited. Every person that proposes to crect a building of any kind with-in the fire limit, should be required to procure a building permit. Such permit should only be granted upon presentation of building plans, and no departure from such plens in

has come when Iowa should no longer gress by men who are mere spoils dispast record is a guaranty of unflinching fidelity to the mass of his constitgency. The great body of the people of Iows are farmers and they ought to be represented in the United States senate by a man who will legislate in he interest of the producer. It is an insult to the intelligence of the people of Iowa to say that only corporalon attorneysand monopoly henchmen have the right to aspire to a seat in the another reason, and doubtless, the United States senate. Although the republican press of Iowa has exhibited lamentable short-sightedness in ignornot resist the tide that is sweeping the the east, and the recently awakened the Pacific coast. This issue will, we Orleans, have furnished a mass of sta-

farm!"

senatorial contest in Tows within the caunot be gainsaid. Hence, we find

MR. SHERRILL has in his mind's eye were unanimously adopted declara-the ideal newspaper for Omaha, a paper that will devote its editorial York state government to devote incolumns to sermons and temperance of the Erie canal system to its full calectures, and refuse to publish any advertisements except oburch and funeral notices, charity fairs and free lectures. Such a paper edited by gentlemen who wear white chokers and teachers would scoording to Mr. on this point we agree with him. Such a paper would

demonstrate in very short time that ; relish sensational accounts of some boarding house scrape or a church scandal with a good deal more zest spirit as well as the letter of the fire than they do Henry Ward Beecher's very latest effort to raise the standard of morality in Brooklyn.

Tom Scorr, who has retired from

the presidency of the Pennsylvania railroad on account of mental over work, is in no immediate danger of dying in the poor house. According to reliable accounts poor Tom is worth from twenty to thirty millions. Another striking commentary upon the en millions wrung from the producers nation and stock jobbing for the personal benefit of one man.

THE new mayor of Philadelphis who was elected by the ring-smash-ers, announced in his inaugural ad-dress that it would be his purpose to free the city from a partisan police,a worthy example for mayors who were not elected by "ring-smashers" to imitate. --[Chicago Tribune. The new mayor of Omaha who was elected both as a "ring-smasher" and "slate-smasher" will emulate the example set by the mayor of Philadel-

cessary to move the crops, then, of millions. They have for years been course, resort must be had to other compelling the public to pay them 8 modes of transportation. Another per cent dividends on the vast amount centers of population. New York reason is to be found, doubtless, in of bogas stock which did not cost has probably in the immediate fature The successor of Governor Kirk- the greatly awakened fear of consoli- them one dollar, and 6 per cent interwood ought to be a statesman whose dation and pooling regime upon est on bonds which were issued to which all the larger railroad com. represent extensions of roads that panies have fully entered. It was really built out of earnings is clearly seen that the vast com- over and above the 8 per cent. divibinations thus resulting cannot fail to dends. These extertions are made up be injurious to the interests of the not merely from the outrageous not be equally great during the ten producer and shipper. The effect of through rates that are charged years next following. This would the advances in freight tariffs and the upon freight to the Pacific corst give New York, Brooklyn and Jersey multitudinous forms of discrimina-tion to which the public are so fre-discriminations against interior points. 000 in 1890 and of 3,555,000 quently subjected, in consequence of The practice is to charge on freight in the year 1900. That this city will these united efforts of railroad managers, must be met by the opening up other transportation lines. Yet, Sacramento-which is the same, though and finance for the whole world seems there is a difference of 140 miles in tolerably certain. Who shall say to most potential, after all, has now distance-but to add to those rates what imperial proportions New York become forcibly operative. This is, the additional and doubly-exorbitant | may have grown when, in the remote he demonstrated cheapness of local rates back from San Francisco to freight transportation by water. the interior point of shipment. A ing the great issue between corporate The steadily increasing use of single instance will illustrate the prac-monopolies and the people, they can- the Erie and the Welland canals in tice: Reno is 306 miles east of San Francisco, and hence that much nearcountry from the Atlantic seaboard to Mississippi, by the barge lines to New Car load of coal-oil from New York er New York. The shipment of to San Francisco costs \$300, but from confidently believe, enter into the tistical facts in that direction which New York to Reno the charge is \$536. because the through rate to San Franthat at the recent meeting of the cisco is charged and then \$236 are New York produce exchange, held on added as the local charges from San the 5th inst., a series of resclutions Francisco to Rano. It is by such means that Leland Stanford has been able to accumulate a fortune of \$40.

000,000 to \$50,000,000 within fifteen years, and his associates in like proportion. There is no other govern- their porters under any circumstances ment on earth that would telerate like to receive perquisites or fees, and pacity. The first two of those reso-lutions were as follows: practices.

RESOLVED, That the wonderful It is well enough to expose and de- tions without them. The following growth of the state of New York in the nounce the Stanfords, Goulds, Hunt- restrictions rather prove the porters past in population, in foreign and ingtons, Vanderbilts, and the rest, are not overpaid. They are redomestic commerce and in material but there is no hope of reform in this earn their living as Sunday School wealth, by resson of which she bears course alone. These men are callous the unchallenged title of "Empire to all kinds of denunciation. They \$25 per suit, and the division su-State," has been largely due to the are not to be reached by any suggesperintendent directs them where r. wise and far-seeing policy which con- tion of shame or any consideration of buy. They are also required to puto structed her system of internal water sympathy or justice. They are ready chase two caps, a summer and a winways connecting the chain of lakes to defend the spoils they have already ter cap, at \$2 50 each. If they lose a with the navigable waters of the Hud- seized, and to justify a continuation key it costs them \$5. For every son, and that, to this policy more of their highway robbery in the fu-than to any other cause, if not to all ture. The blame for the condition of piece of linen they lose they have to pay the following prices: Pillowother causes combined, is due also the things which they have been permitalips, 50 cents each; sheets, \$1.50 permanent position which the city of ted to establish must rest upon the each; towels, 25 cents each. Locks New York holds as the commercial people themselves. The only effect on all the cars are the same, and the metropolis of the United States: ive and enduring remedy is to be porter is held responsible for all the RESOLVED, That the position herelinen. Porters are all paid \$15 per sought from the government. But the tofore held by the city and state of New York is in serious jeopardy and cannot be much longer retained elected to the state legislatures and month. When a porter fills two positions (a light run), that of conductor

without prompt and vigorous action, to the national congress to enact as rival seaboard citles, by herculean laws for the protection of the people. efforts, by the lavish use of capital, The courts have held that it is comand by an availing of all resources of petent for each state to supervise and engineering skill, have gone far to-

regulate the management of railroads wards neutralizing the geographical within its own boundary. By a parity advantages of our state and toward of ressoning, it is equally competent wreating from us traffic in products for the United States government to of the great west. Canada in pur- regulate railways that traverse two or suance of an enlightened public policy more states. Indeed, the constitu-and by vast expenditures, has nearly tion gives express authority to concompleted the improvement of the gress to regulate commerce "among Welland canal, which will be ready the different states." In the case of for operation in a few months, and last, though not least, the Mississippi the Pacific railroads, the very legislative acts that brought them into exisand New Orleans route comes up as tence reserved the right to congress one of our most formidable competito repeal, alter, or amend whenever

It should become necessary to take Then followed a third resolve affirm. measures for the protection of the ing the duty of New York City to be public against extortion and abuse. one of advance and aggressiveness Why has nothing been done in this direction? Why has it been im-"in connection with her water ways," to the end that "cheaper and better facilities" may be afforded for transpossible to secure at the hands of congress a single measure of relief? portation. The next resolution de-Why is it that the Reagan bill, which clares in faver of the adeption of the once passed the house, was allowed to pending amendment to the state condie in the senate? Why is it that stitution, so that the state will no Judge Reagan was never again able longer be restricted in expenditures to put his bill upon its passage in the upon canals to the amount received therefrom for tolls; this being accom-of relief which is proposed in congress in the set of relief which is proposed in congress ulation. Every women should know

rations controlling the great east and worth, over and above all the real and est agglomeration of population in the fictitious indebtedness, more than 186 world. This city has grown with a rapidity EXTRAORDINARY DRAWING, APRIL 12th.

hitherto unknown in any of the great 15000 TIOKETS ONLY, 7 2 PRIZES. SMALLEST PRIZE, \$1 coo.
 1 Prize
 \$1,000,000
 1 Prize
 \$25,000

 1 Prize
 200,000
 8 Prizes, \$10,000
 \$000

 1 Prize
 100,000
 8 Prizes, \$10,000
 \$000

 1 Prize
 100,000
 8 Prizes, \$10,000
 \$000
ten years of prosperity such as it has not seen in the past. We may sately assume an increase in population of 50,000 722 Frizes am't'g to \$2,250,000 1 Prize Whole Tickets, \$160; Halves, \$80; Quarters, \$40 Tenths, \$16; Twentieths, \$5, Fortieths, \$4. thirty-three and a third per cent. during the coming decade; nor is there Little Havana is governed entirely oy th any reason why the increase should above drawin. 1 Prize, \$6,000 722 Prizes, \$16,119. Wholes, \$2, Halves, \$1. Successors to TAYLOR & Co., New York. Direct all c mmuni ations and money to ROMAN & CO., General Agents, 238 Chare Streets, New Haven, 'onn billed to a town in Nevada not merely during the next fifty or sixty years EXCELSIOR the through rate to San Francisco or become the great center of commerce

Machine Works, OMAHA, NEB. Hammond, Prop. & Manager. future, Macauley's much overworked The most thorough appoints and complet fachine Shops and Foundry in the state. Castings of every description manufacted. Engines, Pumps and every class of machinery New Zealanders standing on a pile of Westminster bridge, gezes upon the ruins of London and wonders what ade to order. manner of people lived and worked pecial attention given to

Pullman's Poorly Pald Porters.

and porter, he is paid \$50 per month.

If they collect a berth ticket and lose

Condensed Benefit

The way people now use the great

beverage-beer-it would be supposed

that each glass thereof is brimful of

benefit; it may be. But there is an-

other liquid of national reputation.

every bottle of which is filled with

inmeasurable benefit to such as need

its services. Mr. Edward A. Ken-

ney, superintendent of the Boston

beer brewery, Boston, Mass., thus

speaks of it: "I distributed several

bottles of St. Jacobs Oil among those

of my men subject to severe pains

caused by exposure to heat and cold,

and they report that it never fails to

cure them. I can therefore safely

recommend it to all parties suffering

Woman's True Friend.

This none can deny, especially when assistance is rendered when one is

sorely afflicted with disease, more par

A friend in need is a friend indeed

from pains of any kind."

it they pay 50 reuts

among those ruins.

The Pullman car porters about to Plansfor new Machinery, Meachanical Draugh ag, Models, etc., nearly executed. inaugurate a "strike," not for "fifty cents ail around," but for increased 56 Harney St., Bet. 14th and 15th pay. If the Pullman company is war-M. R. RISDON. ranted, it no doubt would be beat to

pay their porters good and living wages and have the "fee" system dis-General Insurance Agent, continued. The company would make BEPP _NTS: many friends if they would not allow PHENIX ASSUMMENTS A Lon-

oblige them to give the same atten-quired to buy two suits_ ast Cor. of Fifteenth & Douglas St. clothes a year, at from \$20 to

> PASSENCER ACCOMMODATION LINE **OMAHA AND FORT OMAHA Connects With Street Cars**

ROMAN & CO.

Well Augurs, Pulleys, Hangers,

Shafting, Bridge Irons, Geer

Cutting, etc.

m14.1m

Connects With Street Cars Corner of SAUNDERS and HAMILTON STREETS. (End of Red Line as fellows: LEAVE OMAHA: 6:20, *S:17 and 11:19 a m, 3:03, 5:37 and 7:29 p.m. LEAVE FORT OMAHA: 7:15 a m., 9:55 a, m., and 12:45 p. m. *The S:17 a.m. run, leaving Fort Omaha, are usnally losded to full capacity with regular passengers. The 0:17 a.m. run will be made from the post-office, corner of Dodge and 15th snrahts. Tickets can be procured from street cardriv-ers, or from drivers of backs. FARE, 26 CENTS. INCLUDING STRE CAR

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BUSINESS COLLEGE.

ed with the Lion and my Name on the same. No Goods are genuine without the above stamps. The best THE CREAT WESTERN material is used and the most skilled workmen are employed, and at the Geo. R. Kathban, Principal. lowest cash price. Anyone wishing a price list of goods will confer a favor y sending for one.

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Metalle Cases, Coffins, Caskets, Shrouds, etc. Farn m Stree . 0th and 11th, Omaha, Neb. Tel graphic arlass arountly attended to. GEO. H. PARSELL, M. D.

THE CARPET MAN,

Has Removed From His Old Stand

on Douglas St., to His

